

A. G. Contract No. KR97 1949TRN  
ADOT ECS File: JPA 97-141  
Project: CM-900-0(172)/H4740 02X  
Section: FY97-98 Regional  
Rideshare Program

INTERGOVERNMENTAL AGREEMENT  
BETWEEN  
THE STATE OF ARIZONA  
AND  
MARICOPA COUNTY  
REGIONAL PUBLIC TRANSPORTATION AUTHORITY

THIS AGREEMENT is entered into 16 October 1997,  
pursuant to Arizona Revised Statutes Section 11-952 through 11-  
954 as amended, between the STATE OF ARIZONA, acting by and  
through its DEPARTMENT OF TRANSPORTATION (the "State") and the  
REGIONAL PUBLIC TRANSPORTATION AUTHORITY, acting by and through  
its Executive Director (the "RPTA").

I. RECITALS

1. The State is empowered by Arizona Revised Statutes  
Section 28-108 and 28-112 to enter into this agreement and has by  
resolution, a copy of which is attached hereto and made a part  
hereof, resolved to enter into this agreement and has delegated  
to the undersigned the authority to execute this agreement on  
behalf of the State.

2. The RPTA is empowered by Arizona Revised Statutes  
Section 28-2512, 28-2513 and 28-2611 to enter into this agreement  
and has authorized the undersigned to execute this agreement on  
behalf of the RPTA.

3. The federal government has made funds available to the  
State for the use of RPTA for the regional rideshare program. The  
State and the RPTA desire to define their respective  
responsibilities relating to the transfer of up to \$394,000.00  
thru the State to the RPTA and the expenditure thereof for the  
regional rideshare program.

THEREFORE, in consideration of the mutual agreements expressed  
herein, it is agreed as follows:

NO. 21973

Filed with the Secretary of State

Date Filed: 10/16/97

Debrae Gayles

Secretary of State

By: Nicky Greenwood

## II. SCOPE

### 1. The State will:

Provide the RPTA federal funds in the amount of up to \$394,000.00, on a monthly cost reimbursement basis for activities performed relating to the Regional Rideshare program.

### 2. The RPTA will:

a. Apply funding to project work activities in strict accordance with applicable Federal and State laws, rules and regulations.

b. Issue requests for proposals, and hire consultants as required to perform related work activities. Conduct related work activities generally in accordance with Attachment A, which is incorporated herein and made a part hereof. Be responsible for any consultant claims for extra compensation.

c. Invoice the State for reimbursement no more often than monthly, supported by narrative reports, in a total amount not to exceed \$394,000.00.

## III. MISCELLANEOUS PROVISIONS

1. The only interest of the Arizona Department of Transportation in this agreement is to convey federal pass through funds for the use and benefit of the RPTA by reason of State and Federal law under which funds for the activities are authorized to be expended.

2. This agreement is contingent upon the availability of federal funds to support the program, and shall remain in force and effect until completion of said activities and reimbursements; provided, however, that this agreement may be cancelled at any time prior to the commencement of performance, upon thirty (30) days written notice to the other party.

3. Should the work contemplated under this agreement be completed at a lower cost than the reimbursed amount, or for any other reason should any of these funds not be expended, a proportionate amount of the funds provided shall be reimbursed to the State.

4. This agreement shall become effective upon filing with the Secretary of State.

5. This agreement may be cancelled in accordance with Arizona Revised Statutes Section 38-511.

6. The provisions of Arizona Revised Statutes Section 35-214 are applicable to this contract.

7. In the event of any controversy which may arise out of this agreement, the parties hereto agree to abide by required arbitration as is set forth in Arizona Revised Statutes Section 12-1518.

8. All notices or demands upon any party relating to this agreement shall be in writing and shall be delivered in person or sent by mail addressed as follows:

Arizona Department of Transportation  
Joint Project Administration  
205 South 17 Avenue, Mail Drop 616E  
Phoenix, AZ 85007

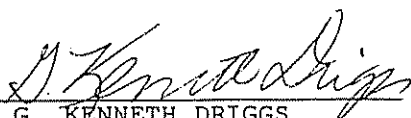
Regional Public Transportation Authority  
Executive Director  
302 N. 1st Avenue Suite 700  
Phoenix, AZ 85003

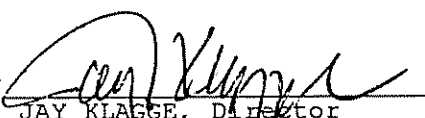
9. Attached hereto and incorporated herein is the written determination of legal counsel that the parties are authorized under the laws of this State to enter into this agreement and that the agreement is in proper form.

IN WITNESS WHEREOF, the parties have executed this agreement the day and year "first above written.

REGIONAL PUBLIC  
TRANSPORTATION AUTHORITY

STATE OF ARIZONA  
Department of Transportation

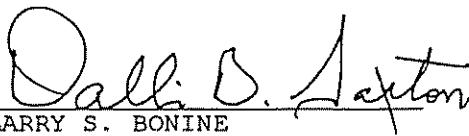
By   
G. KENNETH DRIGGS  
Executive Director

By   
JAY KLAGGE, Director  
Transportation Planning

RESOLUTION

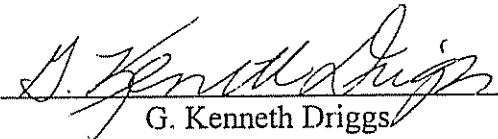
BE IT RESOLVED on this 7th day of August 1997, that I, the undersigned LARRY S. BONINE, as Director of the Arizona Department of Transportation, have determined that it is in the best interests of the State of Arizona that the Department of Transportation, acting by and through the Intermodal Transportation Division, to enter into an agreement with the Regional Public Transportation Authority for the purpose of defining responsibilities for conducting the FY97-98 Maricopa County Rideshare Program.

Therefore, authorization is hereby granted to draft said agreement which, upon completion, shall be submitted to the Director, Transportation Planning for approval and execution.

  
for LARRY S. BONINE  
Director

BE IT RESOLVED on this day, that I, the undersigned G. Kenneth Driggs, as Executive Director of the Regional Public Transportation Authority, have determined that it is in the best interests of the Regional Public Transportation Authority, to enter into an agreement with the Arizona Department of Transportation, Highways Division, for the purpose of defining responsibilities for the FY 97-98 Regional Rideshare Program.

Dated this 30<sup>th</sup> day of September, 1997

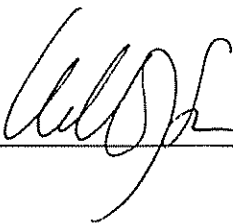
By:   
G. Kenneth Driggs  
Executive Director  
Regional Public Transportation Authority

JPA 97-141

APPROVAL OF THE MARICOPA COUNTY  
REGIONAL PUBLIC TRANSPORTATION AUTHORITY ATTORNEY

I have reviewed the attached proposed intergovernmental agreement, between the DEPARTMENT OF TRANSPORTATION, HIGHWAYS DIVISION, and the REGIONAL PUBLIC TRANSPORTATION AUTHORITY and declare this agreement to be in proper form and within the powers and authority granted to the Authority under the laws of the State of Arizona.

DATED this 10TH day of September, 1997

  
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**RIDESHARING/TRAVEL DEMAND MANAGEMENT****OBJECTIVE**

As part of a regional balanced transportation system that responds to diverse, changing travel demands and land use patterns in a rapidly growing area, the Regional Ridesharing Program coordinates with employers, local jurisdictions and the general public, and Capitol Rideshare coordinates with state employees, to encourage commuters to use a variety of options to the single occupant vehicle.

**PRODUCTS****1. REGIONAL RIDESHARING****A. Commute Matching and Computer Programming Needs**

Rideshare provides commuters interested in carpooling, vanpooling and bicycling with matchlists that include a list of names of others with similar home and work locations and similar work hours. In 1995, an RFP to purchase a new state-of-the-art GIS based matching system was issued. In 1996, a new matching program called GeoMatch was installed by Ecotek.

In coordination with MAG, a geo-based software system (MapInfo) has been implemented which utilizes employee survey data from the Trip Reduction Program for employer TRP planning and transit planning. During FY 1996, Maricopa County Trip Reduction Program completed its assessment of future software needs for managing the growing amount of data. With the expansion of the program, several databases had been developed independently causing problems with inaccuracies and duplication of efforts. The County hired a consultant who installed a relational data base. This new system streamlined the process, improved productivity and increased accuracy. In 1997, the County will continue to add additional enhancements in order to respond better to clients.

**B. Vanpooling**

RPTA provides a vanpool program to interested commuters which is provided by a third party contractor. Through this program, individual vanpool groups receive the van, insurance, maintenance and ridership recruitment assistance. Riders pay a monthly fare to offset some of the costs and drivers may ride free. The number of vanpools increased 70% in the past two years, with 119 vanpools operating as of January 1997. More than 1,000 vanpool riders will save over 15 million vehicle miles over the next year.

**C. Increased Awareness on Commute Alternatives**

RPTA develops various educational and promotional materials for employers and their employees on commute alternatives including carpooling, vanpooling, bus riding, bicycling and walking. Promotional events designed to help encourage trial use of alternatives are sponsored through the Clean Air Campaign and on-going media relations emphasize employer programs and individual participation in alternative transportation modes or alternative work schedules such as compressed work weeks or telecommuting. Advertising messages encourage increased use of alternative modes of transportation and provide solutions to reducing air pollution.

## CATEGORY 600 - TRANSPORTATION

### Subcategory 604 - Implementation

Work Element 604.40

#### 2. TRIP REDUCTION PROGRAM

Maricopa County administers the Trip Reduction Program (TRP) and RPTA is on contract with the County to assist employers in developing transportation programs for their employees which are designed to meet the requirements of the TRP.

State air quality legislation passed in 1994 required Maricopa County to adopt a new TRP ordinance, which requires employers of 50 or more employees to participate in the TRP. This legislation became effective in early FY 1995. Currently, 1,261 employers participate in the program, encompassing over 2,500 work sites and 498,000 employees and 88,000 students.

In the summer of 1996, a special air quality session passed a bill amending the TRP law again. The new law, known as "TRP Flexibilities," provides nine new general measures employers can use to meet TRP goals. Implementation of the new Flexibility provisions will begin in the summer of 1997.

##### A. Employer Transportation Programs

The County notifies employers of their TRP responsibilities, schedules them to comply with the various tasks under the ordinance, and monitors and enforces the program requirements. RPTA provides assistance through formal training workshops and individualized consultation services for employers involved in TRP. RPTA also assists other employers not in the TRP program with commute alternative services.

##### B. Assistance to Transportation Management Associations (TMA)

RPTA provides assistance to the fourteen (14) existing TMAs and to other employers interested in forming TMAs. Two of the TMAs are fee-based and formally incorporated, with the remainder being informal networking groups which meet on a regular basis to work on joint projects, but do not pay dues or have paid staff. Through these networking associations facilitated by RPTA staff, employers have resources to promote alternative mode use, improve mobility, and implement trip reduction programs in their local areas. These employer groups involve over 240 employers and about 105,000 employees.

##### C. Capitol Rideshare Program

The Capitol Rideshare Program encourages state employees in Maricopa County to use alternate modes of transportation through education and incentives. Capitol Rideshare conducts the annual trip reduction survey for state employees, oversees the state's participation in the Clean Air Campaign, administers a benefits package for state employees who use alternate modes twice a week, provides bus and vanpool subsidies to state employees, produces bi-monthly publications and semi-annual payroll stuffers encouraging alternate mode usage and provides state employees with matching services using a computer terminal linked with the RPTA's GeoMatch system.

#### 3. TECHNOLOGICAL APPROACHES TO TRAVEL REDUCTION

The MAG Electronic Highway Users Group (EHUG) was formed by the Regional Council to enhance interagency communication and facilitate the exchange of land use and transportation data via a wide area network. Its purpose: to encourage the development and maintenance of telecommunications infrastructures and applications which increase the efficiency of government operations, improve access to public information, and expedite the delivery of government services in Maricopa County. Electronic Highway Work Element 604.46 addresses the overall mission of the EHUG.



One specific EHUG objective is to explore and evaluate technological approaches to employee travel reduction, including increased use of telecommuting and video teleconferencing. Because telecommunications technology and market conditions are complex and changing so rapidly, MAG has obtained consultant assistance to develop a Five Year Plan for Implementing Electronic Highway Infrastructure and Information Services (EHIS). This plan will focus on identifying the policies, standards and projects needed to position the region to exploit emerging communications technologies, with special emphasis on travel reduction opportunities.

### **PREVIOUS AND ON-GOING WORK**

The Regional Ridesharing Program is sponsored by the Maricopa Association of Governments and has been operated by the Regional Public Transportation Authority since 1986. The program has been functioning for over a decade, having been administered by the City of Phoenix Public Transit Department between 1981 and 1986 and by Valley Forward, a private organization of Phoenix area businesses prior to that time.

When RPTA contracted with MAG to operate the program, it expanded the scope of the program and increased the staff. Initially, a two-year \$500,000 Exxon Restitution grant was obtained from the Arizona Energy Office, along with an allocation of \$120,000 from the Federal Air Urban Systems (FAUS) fund.

The Regional Ridesharing Program and RPTA's TRP services now operates with a staff of 10 and 4 contract staff, as well as administrative support from other RPTA staff. Other funding sources that have augmented the program's outreach include: a grant from Maricopa County (with Arizona Department of Environmental Quality funds) for \$409,000 to conduct the Clean Air Campaign and TRP activities, a CMAQ grant from Maricopa County for TRP expansion services for \$410,000 and a smaller grant from the Arizona Department of Transportation to supplement funds for the Clean Air Campaign.

There have also been hundreds of thousands of dollars spent or donated by the private sector to promote various rideshare activities, both through internal rideshare promotions and public awareness activities such as the Clean Air Campaign.

The Capitol Rideshare Program has been serving state employees since 1983. Originally funded by the Arizona Department of Transportation, it is now funded jointly by MAG using CMAQ funds, and by the Department of Administration using Air Quality funds. Capitol Rideshare originated as a program to educate state employees on the benefits of alternate mode usage and oversee the state's rideshare parking program. It has since expanded into other areas. For FY 1998, the anticipated budget is \$961,000, nearly \$720,000 of this budget will be used to provide bus and vanpool subsidies to state employees.

### **ANTICIPATED IMPACT**

Reductions in the use of single-occupant vehicles resulting in fuel conservation and reductions in air pollution and traffic congestion are anticipated. Market research conducted for the Clean Air Campaign has shown that on average, over the past year of the tracking survey, 33% of commuters reported using an alternate mode of transportation at least once a week up from 25% two years ago. When alternate schedule "non-trips" are added, 44% do not drive alone.

In total, approximately 7.7 million vehicle miles (approximately 25% of the total possible commute vehicle miles) were saved or not driven daily in the spring of 1996. At 25 miles per pound of pollution, this translates to a savings of 32,000 tons of pollution each year.

Statistics from the Trip Reduction Program indicate that the survey was administered to 465,199 employees and students. Of the 1,737 sites analyzed, 473 (27%) met their Single Occupant Vehicle (SOV) target or have an SOV rate of 60% or below. The SOV trip rate has gone down from 75.77% in Program year 1 to 70.18% in Program year 6.

## CATEGORY 600 - TRANSPORTATION

### Subcategory 604 - Implementation

Work Element 604.40

The Capitol Rideshare data has shown dramatic increases in participation, particularly among bus riders. Bus subsidies have been provided to state employees since October 1994. Initially, the subsidy was 50%. During that time the state realized a 28% increase in the average number of bus riders. The subsidy was increased to 100% in June 1996. Since offering a full subsidy, the number of riders has increased another 30%. The average number of bus riders today is 66% higher than before subsidies were instituted.

#### TASKS

1. Continue to develop and expand employer-sponsored rideshare programs for employers with 50 or more employees, who are participating in the mandatory Trip Reduction Program. The goal of the program is to reduce single occupant trips or miles traveled to the work site by 10 percent each year. This represents over 1,261 clients. Tasks include:
  - administration of the program (County),
  - enforcement and monitoring (County),
  - data collection and management, and reporting (County),
  - TRP survey processing and analysis (County),
  - TRP plan review and approval (County),
  - formal training workshops (RPTA),
  - technical assistance to individual employers in the development of their TRP plans (RPTA and County),
  - providing information and materials on TRP strategies (RPTA),
  - on-site assistance to individual employers with implementing strategies or incentive programs for their TRP plans (RPTA). (54%)
2. Conduct a year-round campaign that educates the public about our air pollution, its causes and solutions to reducing air pollution. The Campaign sponsors events/activities year-round to increase participation and community awareness regarding the Rideshare Program, TRP and air pollution. The Campaign conducts an ongoing public relations, media relations and advertising effort to keep these issues in front of the public. (7%).
3. Expand the third party vanpool program. The emphasis will be to encourage formation of vanpools through employer promotions, subsidies by employers and group meetings at the worksite. The goal for 1997-98 will be to increase the projected 130 vanpools in July 1997 to 150 in June 1998. (1%)
4. Provide a matching service to commuters including the Capitol Rideshare Program as an off-site user. Maintain an update process to ensure the quality control of the lists. (1%)
5. Coordinate with other agencies or organizations on measures that may impact the potential for ridesharing including HOV priority treatment, transit, parking or zoning issues and new development. (1%)
6. Work with existing and interested employers in Transportation Management Associations (TMA). (1%)
7. Continue to expand the outreach of the rideshare program to the general public including community organizations, schools, neighborhood associations and business associations. (1%)

**CATEGORY 600 - TRANSPORTATION**  
**Subcategory 604 - Implementation**

Work Element 604.40

8. Provide additional promotional and informational materials for employers and the general public regarding different commute alternatives including development of a commuter benefits package (Commuter Club) for all TRP employers in coordination with the State Capital Rideshare Program. (1%)
9. Provide input for the integration of MAG plans. This integration will include such issues as air quality, high occupancy vehicle lanes and facilities, bicycle and pedestrian strategies, traffic management and travel demand management strategies. (1%)
10. Continue to maintain and develop the state's Capitol Rideshare Program including:
  - bus and vanpool subsidies
  - commuter club benefits package
  - publications and payroll enclosures
  - network of coordinators
  - trip reduction and clean air program activities
  - telecommuting program
  - multimodal planning activities (pedestrian, bicycle planning, etc.) for the state employees and the Capitol complex. (28%)
11. Continue implementing an aggressive telecommuting marketing program that will include enhanced training and support to employers involved in the Trip Reduction Program. (1%)
12. Work on bicycle and pedestrian issues by networking with other agencies and jurisdictions, promoting bicycle and pedestrian strategies to enhance employers TRP programs, sponsor a Bike Week event and co-sponsor educational workshops. (1%)

**MAG FY 1998 WORK PROGRAM\*\***

Source	Amount	Agency	Cost
FHWA /CMAQ/MAG Funds .....	\$1,459,841	MAG Rideshare-CMAQ .....	\$8,510
ADOA Air Quality Funds .....	826,000	MAG Rideshare CF CMAQ .....	12,331
ADEQ Air Quality Grant Funds .....	948,575	RPTA Rideshare-CMAQ .....	394,000
ADOT Funds/SPR .....	35,000*	Trip Reduction Program-CMAQ .....	910,000
		County	
		Trip Reduction Program-AQ Fund ...	948,575
		County TRP .....	539,575
		RPTA TRP .....	409,000
		RPTA/ADOT/SPR .....	35,000*
		Capitol Ride share.....CMAQ.....	135,000
		ADOA.....	826,000
	\$3,269,416		\$3,269,416

- \* This ADOT/SPR funding has not been approved.

# NATURAL ENVIRONMENT PLANNING

## SOLID WASTE PLANNING

The Maricopa Association of Governments is the designated Regional Solid Waste Management Planning Agency for the Maricopa County area. The MAG 1993 Regional Solid Waste Management Plan is the key guiding document for the Regional Solid Waste Management Program. The solid waste planning efforts are designed to maintain the plan through preparation of plan update and an amendment process, primarily to add new facilities. In addition, MAG maintains the regional Solid Waste Information Management System (SWIMS) database.

### WORK PROGRAM ELEMENTS

The Regional Solid Waste Management Planning Element of the FY 1998 Work Program includes maintenance of the MAG Regional Solid Waste Management Plan and Solid Waste Information Management System. Also, technological developments and legislative changes at all levels are monitored with regard to their bearing on solid waste management systems.

## WATER QUALITY MANAGEMENT PLANNING

The Maricopa Association of Governments is the designated Regional Water Quality Management Planning Agency for the Maricopa County area. The water quality planning, coordination and monitoring activities are designed to facilitate an effective Regional 208 Water Quality Management Program. The 1993 revision to the *MAG 208 Water Quality Management Plan* includes the desired wastewater treatment configuration for the Maricopa County area and a description of regional groundwater quality, problem areas, and possible solutions. In addition, MAG will be coordinating with the Arizona Department of Environmental Quality as the Department develops a watershed based planning approach throughout the state.

### WORK PROGRAM ELEMENTS

The Regional Water Quality Planning Element of the FY 1998 Work Program includes the identification of the factors that communities should consider in balancing aquifer withdrawal with aquifer recharge. Additional tasks include planning, coordination and monitoring activities; maintenance of the 208 Water Quality Management Program primarily through an amendment process; provision of wastewater quality technical assistance, and provision of assistance in addressing of adequate water supply issues to member agencies.

## AIR QUALITY PLANNING

MAG

The Maricopa Association of Governments is the designated Regional Air Quality Planning Agency for preparing the nonattainment area plans in Maricopa County. This effort involves close coordination and cooperation with the Arizona Department of Transportation (ADOT), Arizona Department of Environmental Quality (ADEQ), Maricopa County Environmental Services Department and the U. S. Environmental Protection Agency. MAG, ADEQ, ADOT and the County maintain a joint Air Quality Policy Team and an Air Quality Planning Team at which policy and technical issues are addressed during the development of air quality plans. In addition, air quality planning issues are reviewed by the MAG Management Committee and the MAG Regional Council. Policy direction for the air quality planning program is provided by the MAG Air Quality Policy Committee, which consists of elected officials, citizens, and representatives of the following interests: health, environment, industry, business, labor, land use, public transit, and parties to the Air Quality Memorandum of Agreement. The MAG Air Quality Technical Advisory Committee assists the Policy

## NATURAL ENVIRONMENT PLANNING

Committee by reviewing technical data as it is generated throughout the process. The broad-based Technical Advisory Committee is composed of representatives from the MAG member agencies, citizens, environmental interests, health interest, automobile interests, fuel interests, public transit, trucking industry, rock products industry, construction firms, housing interest, architecture interests, agriculture, business, and state and federal agencies.

### MODELING POLLUTANTS FOR THE MAG AREA

Carbon monoxide, ozone and particulate matter (PM-10) are the pollutants for which nonattainment area plans have been prepared in Maricopa County. These plans use monitoring data, emission inventories, and modeling results in order to forecast future air quality and the expected impacts of alternative pollution control strategies. Since motor vehicle use has a major contribution to all three pollutants, traffic data for existing and future conditions are critical inputs to the air quality planning process. In accordance with the Clean Air Act, MAG has prepared a detailed air quality conformity analysis for the regional Transportation Improvement Program and Long-Range Transportation Plan.

An Arizona air quality control modeling process has been developed for use in preparing carbon monoxide and ozone plan revisions. Mobile source emissions are estimated using MOBILE 5a emission factors in conjunction with traffic modeling based upon the EMME/2 Transportation Modeling System. The addition of stationary source data yields an emissions inventory for use in forecasting pollutant concentrations. Carbon monoxide concentrations are determined through joint use of the Urban Airshed Model and a microscale model called CAL3QHC. Ozone concentrations are also forecasted using the Urban Airshed Model. PM-10 particulate concentrations have been forecasted using the proportional rollback method, but more sophisticated techniques are under development.

### WORK PROGRAM ELEMENTS

Eleven Work Elements are contained under the Air Quality subcategory of the FY 1998 work program. These elements, detailed in Subcategory 104, include: Conformity Analysis and Findings; Revisions to the MAG Particulate Plan for PM-10; Revisions to the MAG Carbon Monoxide Plan; Revisions to the MAG Ozone Plan; Air Quality Modeling; Air Quality Planning, Coordination and Progress Monitoring Activities; PM-10 Model Improvements; Brown Cloud Action Plan; Nonroad Emissions Inventory Improvement Study; and PM-10 and Ozone Inventory Improvements.

In addition, other program subcategories include tasks which support or improve the MAG traffic modeling capabilities (e.g., 606 - Special Studies, 607 - Highway Planning, and 903 - Economic, Social and Demographic Research). Finally, other categories include Work Elements which directly support the use of ridesharing and transit as alternatives to the automobile (see subcategories 604 - Implementation, and 609 - Transit Planning).



GRANT WOODS  
ATTORNEY GENERAL

STATE OF ARIZONA  
OFFICE OF THE ATTORNEY GENERAL  
1275 WEST WASHINGTON, PHOENIX 85007-2926

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**INTERGOVERNMENTAL AGREEMENT**  
**DETERMINATION**

A.G. Contract No. KR97-1949TRN, an agreement between public agencies, has been reviewed pursuant to A.R.S. § 11-952, as amended, by the undersigned Assistant Attorney General who has determined that it is in the proper form and is within the powers and authority granted to the State of Arizona.

No opinion is expressed as to the authority of the remaining parties, other than the State or its agencies, to enter into said agreement.

DATE October 8, 1997.

GRANT WOODS  
Attorney General



JAMES R. REDPATH  
Assistant Attorney General  
Transportation Section

JRR:et/8137

Enc.